City of Lafayette Staff Report

For:	City Council
By:	Leah C. Greenblat, Transportation Planner
Date Written:	December 2, 2008
Meeting Date:	December 8, 2008
Subject:	Consideration of Striped Crosswalk and School Bus Stop Relocation at Springhill Road and Martino Road

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Introduction

Over the course of two meetings, the Circulation Commission considered neighborhood requests to stripe a crosswalk across the east leg Springhill Road at Martino Road and to relocate the existing morning Lamorinda School Bus Stop from the west leg to the east leg of the subject intersection. Both requests would require minimal widening of the pavement in order to implement. After taking public comment and reviewing staff reports, the Commission agreed to forward a recommendation to Council supporting a marked crosswalk and the bus stop relocation. Staff supports this recommendation and recommends the Council direct Public Works to implement these improvements.

Discussion

In September the Commission considered an initial request to stripe a crosswalk at the subject intersection, minutes attached. During public comment, residents requested that the existing morning school bus stop be relocated. The existing stop is adjacent to a ditch and provides an insufficient waiting area for students. The Commission supported the crosswalk striping but requested that staff investigate and report back on the possibility of relocating the bus stop to the east leg. Staff discussed the bus stop relocation request with Lamorinda School Bus staff who along with its board supported the bus stop's relocation. At its November 17, 2008 meeting, minutes attached, the Commission concurred with staff's recommendation and agreed also to forward a recommendation to the City Council to relocate the morning school bus stop.

In addition to supporting the marked crosswalk, the Commission also supported:

1. Targeted police enforcement along the full length of the road to address speeding and stop sign disobedience concerns;

2. Installation of an additional eastbound speed limit sign and

3. Staff investigating the maintenance responsibilities of the pathway on the north side of Springhill Road.

Following the meeting, staff submitted a patrol request to the Police Department for the targeted enforcement and if possible the placement of the radar trailer on Springhill Road. Staff additionally requested that Public Works install the new speed limit sign which has now been completed. Staff also submitted pruning requests to Public Works for the pathway on the north side of Springhill Road and spoke with Ron Lefler, Public Works Services Manager and requested that he visit the site to determine if any further pathway maintenance is warranted.

Fiscal Impact

Engineering staff estimates that the installation of the additional asphalt pavement, roadway striping and vertical delineators would be approximately $5,000. Mr. Lefler indicated that there are sufficient funds within the existing Streets Maintenance budget to accommodate the work. A resident in the area is a paving contractor who volunteered his services. If the Council supports the project, staff will forward the contact information to Mr. Lefler so that he may investigate this option further.

Recommendation

1. Using existing Street Maintenance funds, direct Public Works to install additional asphalt paving, striping and delineators to designate a marked crosswalk on the east leg of Springhill Road at Martino Road and to relocate the morning Lamorinda School Bus stop to the east leg.

Attachments

1. September 9, 2008 staff report

2. November 10, 2008 staff report

3. Excerpt of September 15, 2008 Circulation Commission minutes

4. Excerpt of November 17, 2008 Circulation Commission minutes

c:\users\lgreenblat\documents\leah's work files\circulation commission\reports to council\2008\springhill xwalk&bus stop.doc

City of Lafayette Staff Report

For:	Circulation Commission
By:	Leah C. Greenblat, Transportation Planner
Date Written:	September 9, 2008
Meeting Date:	September 15, 2008
Subject:	Consideration of Installing a Marked Crosswalk Across the East Leg of Springhill Road and Martino Road Including Shoulder Improvements on the Southeast Corner

Introduction

The City received a request to install a marked crosswalk, improve pedestrian safety and driver behavior on Springhill Road near Martino Road. In anticipation of school starting at the end of August, staff submitted work requests to Public Works Services for vegetation management that did not require Circulation Commission review in order to facilitate implementation in the timeliest manner. Additionally, staff submitted a patrol request to the Police Department regarding potential vehicles speeding and rolling through the STOP sign. The item now before the Commission involves the request to install the crosswalk at Springhill and Martino Road.

Discussion

Springhill Road is a narrow, two-lane, neighborhood-collector street that extends west of Pleasant Hill Road for over a mile. Limited pedestrian facilities exist along the street. A sidewalk exists on the south side near the local elementary school. East of San Reliez Court, a shoulder pathway on the north side dissolves into a narrow striped shoulder area. Westward beyond Martino Drive, the south side of the street is lined with an open drainage ditch. Due to school pick up and drop off associated with the school, significant levels of pedestrian activity and vehicle volumes occur in the vicinity of the school.

Pedestrian and bicycle projects are identified for Springhill Road in both the Master Walkways Plan and the Bikeways Master Plan. The Bikeways Master Plan project calls for a future designated, Class 3, Bicycle Route. This type of project typically involves installing bike route signage and does not call for roadway widening. A walkway project is identified in the City's Master Walkways Plan for the entire length of the south side of the street. The City's Capital Improvement Program includes a project to replace the open ditch drainage with a pipe system in order to accommodate a formal pedestrian pathway. Historically this type of project is funded by grants. This project competes with other high priorities in the Master Walkways Plan to be a grant candidate, and staff

will continue to work with the BPAC and the Commission to assess its priority placement within the overall plan.

Consultant Traffic Engineer Chuck DeLeuw reviewed the request for the installation of a marked crosswalk and recommends the following:

1. Striping a yellow school crosswalk across the east leg of the intersection of Springhill and Martino Roads;
2. Creating a pedestrian shoulder space on the southeast corner to provide a landing area for the new crosswalk;
3. Painting a STOP legend on the pavement on the Martino Road approach of the intersection;
4. Communicating with local neighborhood groups to bring their attention to the STOP sing obedience issue and request their support in improving driver behavior;
5. Requesting periodic Police enforcement.

Staff submitted a patrol request regarding speeding and STOP sign obedience to the Police Department. Commissioner Sevilla is the liaison for this area. She has agreed to contact the neighborhood groups in this area that are registered with the City to gauge their interest in distributing information to residents in order to raise awareness of concerns regarding STOP sign, pedestrian right-of-way and speed limit disobedience.

Engineering staff reviewed the subject location and prepared a sketch, attached, and estimate for installing the crosswalk and the improvements on the southeast corner. Staff's review of this area suggests that the work involved would be minor and could be implemented by the City's Public Works Services Division.

Fiscal Impact

Engineering staff estimates the cost of implementing the crosswalk and the shoulder improvements at $3,500. According to Ron Lefler, Public Works Services Manager, as long as the cost of the project does not exceed $3,500, it can be implemented within the existing Streets Maintenance budget.

Recommendation

1. Forward a recommendation to City Council to direct Public Works Services staff to implement installation as depicted on staff's sketch.

Attachments

1. Completed Transportation Action Request Form
2. September 2, 2008 memo from Chuck DeLeuw
3. Engineering Services Staff's sketch

Received 7/29/08

CITY OF LAFAYETTE
Transportation Action Request Form

LAFAYETTE
SETTLED 1848 — INCORPORATED 1968

Before filling out this form, read the back of this sheet. Please print. Return form to:
Engineering Services Division, City of Lafayette, 3675 Mt. Diablo Blvd. Ste. 210, Lafayette, CA 94549

Name Richard Kline / Caren Kline Organization (if applicable) _____

Date 7/28/08 Day Tel. (925) 212-2344 Eve. Tel. (925) 962-0822 E-mail carenkline@yahoo.com

Mailing Address 1326 Martino Road City Lafayette ZIP 94549

Location of Problem (Give street name and cross street or other locational information.) Please include a simple map showing the location.

From parking lot of Springhill Elementary school heading on Springhill & West towards Martino Road and then the lower portion of Martino Road

Description of Problem (speed, sight distance, traffic signal, crosswalk, bike lanes, walkways, on-street parking, etc.) Attach a sketch, if needed, to clarify the problem.

(1) No crosswalk at Martino & Springhill intersection on Springhill & Martino Roads (3)
(2) Most cars will going over the 25 MPH speedlimit. Motorists not stopping at the 3 way stop sign at Martino & Springhill intersection. (4) The walkway to school is not safe for children. (5) The crosswalk adjacent to San Reliez Court is not safe to walk across due to speed of traffic and lack of sight

Suggested Change or Improvement (signs, guard rails, traffic signal, pruning, pavement marking, speed enforcement, prohibit parking, etc.)

Need Crosswalk at Martino & Springhill intersection. Increase number of speedlimit signs in the area. Traffic enforcement of speed and stop sign. Improvement to walkways along Springhill Road similar to what is being done along Happy Valley Road. Greater visability of crosswalk adjacent to San Reliez Ct. and Springhill Road.

θ Location Map Attached θ Sketch of Problem Area Attached θ Petition Attached (if required)

FOR STAFF USE ONLY Date Received _____ Tracking Number 7-2008

Staff Review Action: θ Administrative θ Forward for Engineer Review θ Forward to Circulation Commission

Action Taken: θ Staff Action θ Circulation Commission Action θ City Council Action

Forwarded to Chuck & police. 8/6/08. 9/9 - Provided Chief w/ speed study

W/O Requested on: _____ Applicant Notified of Outcome: _____ Completed on: _____

Form: Revised 08/2005

Street View
Traffic
More...
Map
Satellite
Terrain
Show labels
Live traffic change
0 10 25 40 mph
Martinez Rd
Springhill Rd
San Ramon Rd
San Ramon Ct
San Ramon Ct
Springhill Rd
Pleasant Hill Rd
Oak Grove Rd
A
©2008 Google - Imagery ©2008 DigitalGlobe
Map data ©2008 NAVTEQ™ - Terms of Use

MEMORANDUM SEPTEMBER 2, 2008

TO: LISAH GREENBLAT
FROM: CHUCK DELEUW
SUBJECT SPRINGHILL/MARTINO TRAFFIC CONTROL.

THE PURPOSE OF THIS MEMORANDUM IS TO COMMENT ON HOW TO IMPROVE THE INTERSECTION OF SPRINGHILL/MARTINO ESPECIALLY WITH REGARD TO PEDESTRIAN SAFETY. COMMENTS REGARDING PRUNING AND CLEANING OF THE PATH WAY ALONG THE NORTH SIDE OF SPRINGHILL ROAD BETWEEN MARTINO AND SPRINGHILL SCHOOL WERE SUBMITTED TO YOU EARLIER IN A SEPARATE MEMORANDUM AS AN EARLY ACTION ITEM.

MARTINO CREATES A TEE INTERSECTION WITH SPRINGHILL ROAD. THE INTERSECTION IS CURRENTLY AN ALL WAY (3-WAY) STOP WITH A DRIVEWAY INTERSECTING SPRINGHILL FROM THE NORTH. STOP LIMIT LINES EXIST ON MARTINO AND SPRINGHILL APPROACHES WITH STOP LEGENDS ONLY ON SPRINGHILL. THERE IS NO MARKED PEDESTRIAN CROSSING DRAINAGE DITCHES EXIST ALONG PORTIONS OF BOTH SIDES OF MARTINO APPROACHING SPRINGHILL, THE DITCH ON THE WEST SIDE OF MARTINO EXTENDS TO JUST SOUTH OF SPRINGHILL WHERE THERE IS AN INLET. AN INLET ALSO EXISTS ON THE EAST SIDE OF MARTINO ABOUT 20 FEET SOUTH OF SPRINGHILL. SEVERAL WHITE STANCHIONS ARE PLACED ALONG THE EAST SIDE OF MARTINO TO GUIDE APPROACHING NB DRIVERS AWAY FROM THE DRAINAGE DITCH SERVING THIS INLET. SIGHT DISTANCE IS RESTRICTED SOMEWHAT ON THE SW CORNER SO IT IS

PREFERABLE FOR PEDESTRIANS TO CROSS SPRINGHILL FROM THE SE CORNER. WHILE MOST DRIVERS STOP AT THE STOP SIGNS SOME "SLIDE" THROUGH, THIS IS TRUE FOR DRIVERS ON BOTH MARTINO AND SPRINGHILL.

I HAVE THE FOLLOWING RECOMMENDATIONS:

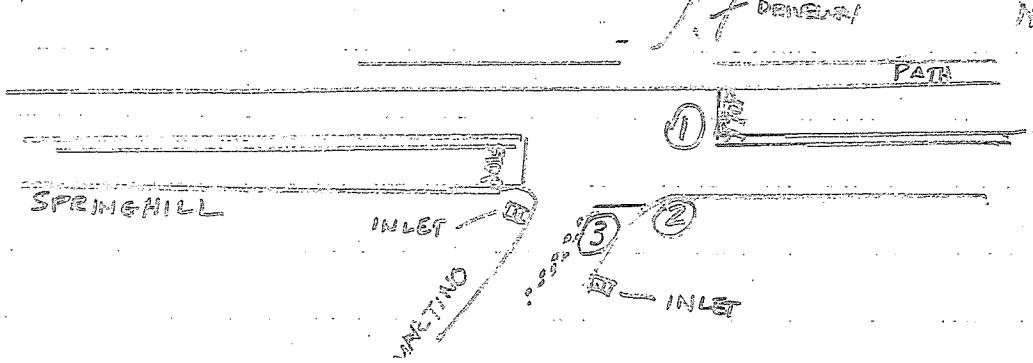
1. STRIPE A YELLOW SCHOOL CROSSWALK ACROSS THE EAST LEG OF SPRINGHILL. SINCE THE INTERSECTION IS STOP CONTROLLED, ADVANCED SLOW SCHOOL CROSSING PAVEMENT MARKINGS ARE NOT NECESSARY.

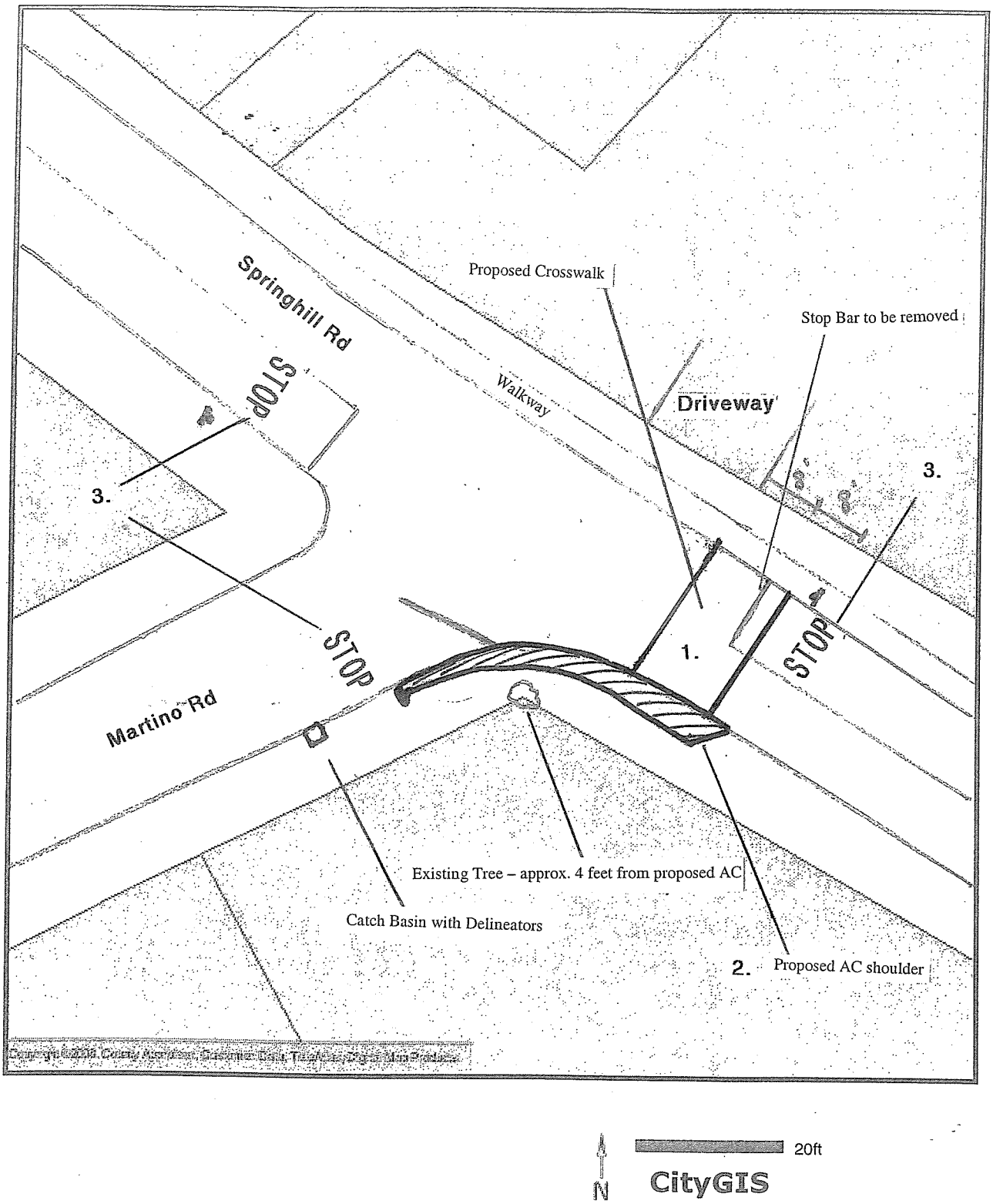
2. CREATE PEDESTRIAN ACCESS SHOULDER AROUND THE SE CORNER TO SERVE PEDESTRIANS ACCESSING THE NEW CROSSWALK

3. PAINT STOP LEGEND TO SUPPLEMENT THE EXISTING STOP LIMIT LINE ON MARTINO

4. COMMUNICATE WITH THE LOCAL NEIGHBORHOOD GROUP(S) TO BRING TO THEIR ATTENTION THE STOP SIGN OBEDIENCE ISSUE AND REQUEST THEIR SUPPORT IN IMPROVING DRIVER BEHAVIOR.

5. REQUEST THAT THE POLICE CONDUCT PERIODIC SELECTIVE ENFORCEMENT.





1. REMOVE EXISTING STOP BAR AND STRIPE A YELLOW CROSSWALK ACROSS THE EAST LEG OF SPRINGHILL ROAD.
2. PAVE A FLAT, ASPHALT CONCRETE SHOULDER AROUND THE SOUTHEAST CORNER OF SPRINGHILL AT MARTINO AS A LANDING FOR THE NEW CROSSWALK (APP. 130 SF). EXCAVATE FOR BASE MATERIAL WITH CAUTION TO AVOID DAMAGE TO TREE ROOTS.
3. REFRESH PAINT ON "STOP" LEGENDS AND REMAINING STOP BARS FOR ALL THREE LEGS OF INTERSECTION.

City of Lafayette Staff Report

For:	Circulation Commission
By:	Leah C. Greenblat, Transportation Planner
Date Written:	November 10, 2008
Meeting Date:	November 17, 2008
Subject:	New Crosswalk and Relocation of School Bus Stop on Springhill and Martino Roads

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Introduction

At its September 15, 2008 meeting, the Circulation Commission discussed and agreed to install a crosswalk on the east leg of the Springhill and Martino Roads intersection. At that meeting, the Commission requested staff evaluate the possible re-location of the existing morning school bus stop. Residents at the meeting raised concerns that the existing stop on the west side of the intersection was adjacent to a drainage ditch and the location did not provide an appropriate place for students to wait for the bus. Staff is recommending that the stop be relocated east of the intersection.

Discussion

The existing school bus stop on the south side of Springhill Road is west of Martino Road and adjacent to a drainage ditch. Students waiting for the bus often wait around the corner on Martino Road. This portion of Martino Road also does not have a shoulder area so the students wait in the southbound travel lane of Martino Road, Figure 1. There are approximately 11 students who use this stop in the morning.

In the morning the bus travels west on Springhill Road, past Martino Road, and then begins picking up students. The bus turns around and travels eastbound towards Martino Road where it picks up students at the existing, morning bus stop.

In the afternoon, the nearest bus stop is on the north side of Springhill Road east of Martino Road, Figure 2. This stop has a shoulder and the shoulder space allows room for students to stay outside of a travel lane if they are awaiting an escort for the walk home.

ITEM 5A

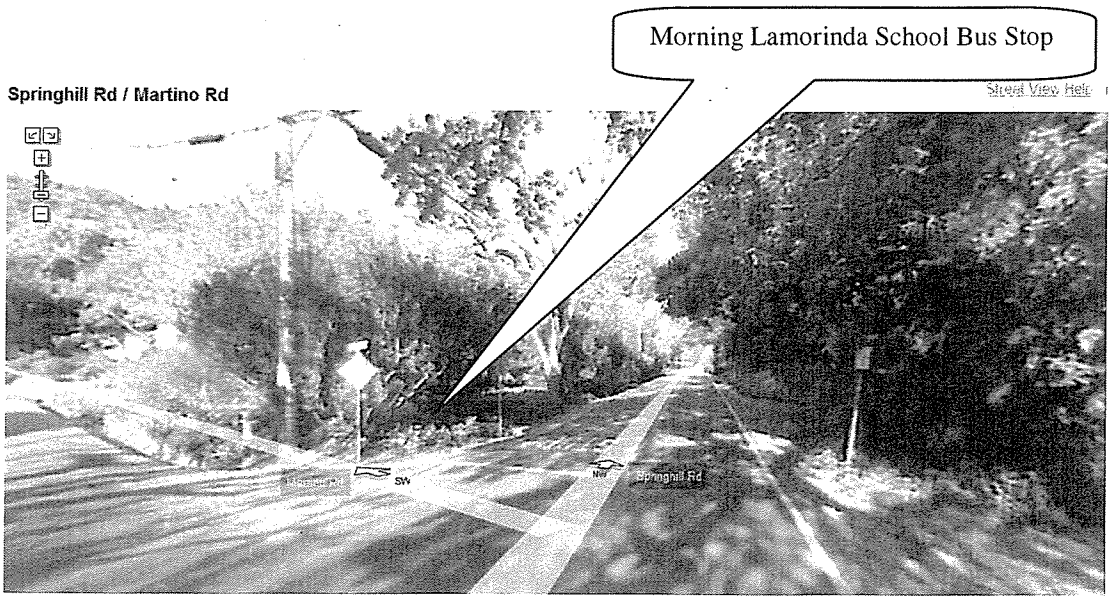


Figure 1: Looking southwest towards the existing, morning school bus stop on the west leg of Springhill and Martino Roads.

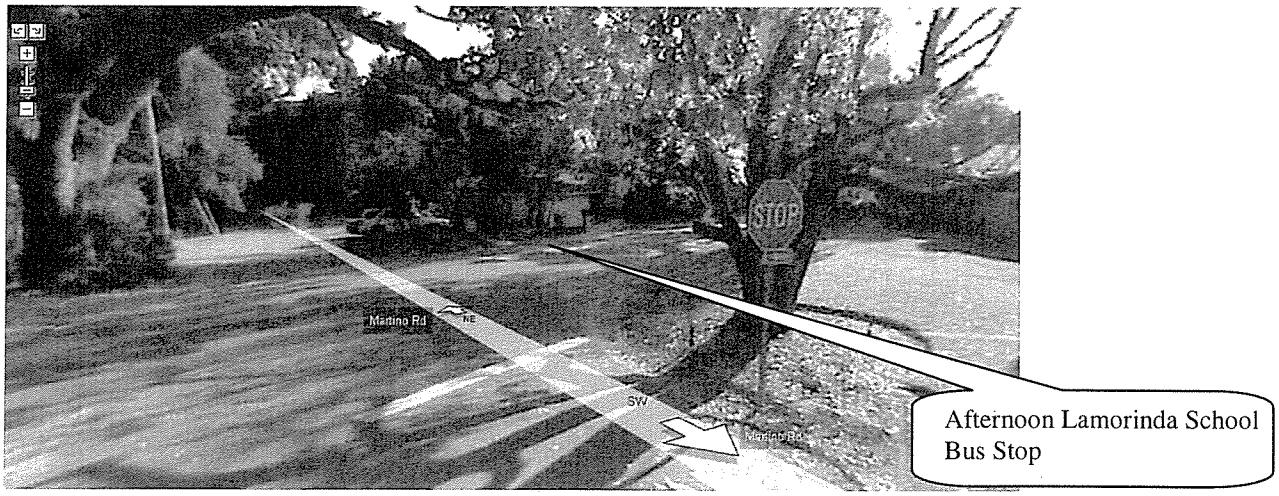


Figure 2: Looking north from Martin Roads towards the existing, afternoon school bus stop on the north side of Springhill Road.

One option for addressing the residents' concern is to use the same bus stop on the north side of the street for both morning pick-up and afternoon drop-off. This would require that students at Martino Road to be at the bus stop approximately 10-15 minutes earlier than the current pick-up time. According to Juliet Hansen, Lamorinda School Bus Program Manager, some parents have stopped using the program in response to similar changes in the past.

Alternatively, the morning bus stop could be moved to the east side of the intersection, area shown in Figures 3 and 4. Paving approximately 5 feet of the existing dirt shoulder will provide an all-weather surface for students to wait for the bus at their current pick up time. Vertical delineators would be installed on the southeast corner to prevent

southbound to eastbound vehicles from cutting the corner and entering the pedestrian shoulder.

Figure 3: Looking southeast on Springhill Road just east of Martino Road. A bus could stop along the dirt shoulder in the foreground.

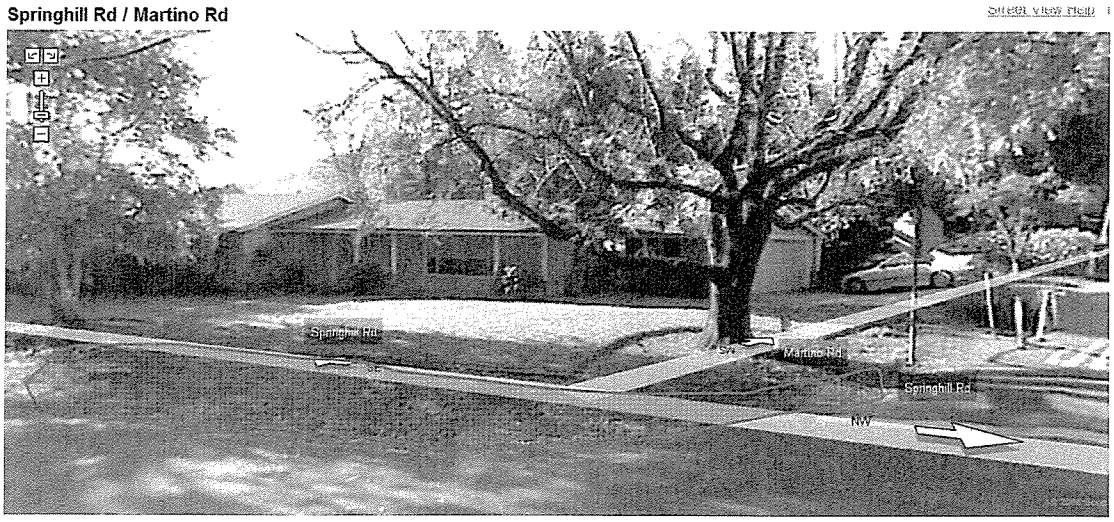


Figure 4: Looking south at the corner of Springhill and Martino Roads. The red area shows the approximate extent of paving of shoulder area where children can stand. Actual extent of widening is pending confirmation of physical constraints and conflicts with existing facilities.

A walkways project on Springhill Road is contained in the Master Walkways Plan as a Priority 2 project. A permanent solution for bus stops will occur when the City has the funds to construct the planned walkway.

Fiscal Impact

Engineering staff estimates the cost of paving the shoulder to be approximately $5,000. This replaces the earlier cost estimate of $3,500 to stripe a new crosswalk with minor shoulder widening. According to Ron Lefler, Pubic Works Services Manager, the $3500 crosswalk striping project could be implemented within the existing Streets Maintenance budget. Staff will confirm with Mr. Lefler if $5,000 is available within the existing budget and provide the Commission with this information at your meeting. If the extra funding for the additional shoulder widening is not available, then it would require the City Council to allocate funds in order to implement the project.

Recommendation

1. Forward a recommendation to Council to relocate the existing bus stop to the east side of the Springhill and Martino Roads intersection and if needed to allocate the extra funds to pave the shoulder to accommodate a waiting area.

Attachments

1. October 29, 2008 memo from Chuck DeLeuw, Consulting Traffic Engineer

MEMORANDUM

October 29, 2008

To: Leah Greenblat
From: Chuck DeLeuw
Subject: Springhill/Martino Crosswalk and Bus Stop

The purpose of this memo is to summarize comments and recommendations regarding installing a marked crosswalk across the east leg of Springhill Road at Martino as well as relocating the existing EB school bus stop. The creation of a marked crosswalk crossing the east leg of Springhill was discussed at the Circulation Commission and there was a consensus that such a crosswalk would be a benefit. The issue of relocating the EB bus stop was sent back to staff for more review and information gathering especially from the resident at 3323 Springhill (SE corner) Glen Ceredono

Even if only the crosswalk was installed a portion of the dirt shoulder along the south side of Springhill Road between Martino and the crosswalk should be paved to facilitate pedestrian access. A portion of the east side of Martino Road south of the existing drainage inlet should also be reshaped to provide a more inviting access.

TO THE SOUTH END OF THE NEW CROSSWALK, CARE SHOULD BE TAKEN TO CREATE A PEDESTRIAN WALKING SURFACE AS WELL AS A SURFACE THAT MAINTAINS DRAINAGE NEEDS. I RECOMMEND AT A LEAST 2 ADDITIONAL STANCHIONS BE PLACED ALONG EAST SIDE OF MARTINO TO PROVIDE A CLEAR SEPARATION BETWEEN PEDESTRIANS ACCESSING THE NEW CROSSWALK AND SB/EB RIGHT-TURNING VEHICLES FROM MARTINO ROAD. THE NEW CROSSWALK AND EXPANDED SHOULDER PAVING, AS DESCRIBED ABOVE, SHOULD BE CONSIDERED AS THE INITIAL IMPLEMENTATION STEP. I UNDERSTAND THAT AS THE CITY CONTINUES TO EXPAND THE WALKWAYS SYSTEM THAT A POTENTIAL PROJECT IN THE FUTURE MAY INCLUDE CREATING A WALKWAY ALONG THE SOUTHSIDE OF SPRINGHILL WEST OF SAN JUAN CT. IF THIS DOES HAPPEN, THE DESIGN OF THE IMPROVED AREA MENTIONED ABOVE MAY BE UPGRADED SAY TO A SIDEWALK WITH CURBING TO SEPARATE PEDESTRIAN AND VEHICLE MOVEMENTS.

THE SECOND ISSUE AT THIS INTERSECTION IS THE LOCATION OF THE SCHOOL BUS STOPS. I UNDERSTAND THAT THE EXISTING LOCATION FOR MORNING PICKUP (EB) IS LOCATED ALONG THE SOUTH SIDE OF SPRINGHILL ROAD WEST OF MARTINO. THE AREA LOWER THAN THE SPRINGHILL PAVEMENT EXCEPT AT THE LOCATION OF A DRAINAGE INLET GRATE. I RECOMMEND THAT THIS SUBSTANDARD BUS STOP LOCATION BE DELEATED AND THAT A NEW LOCATION BE SELECTED FOR THE AM SCHOOL BUS PICK-UP. THE EXISTING PM DROP OFF (WB) IS LOCATED ALONG THE NORTH SIDE OF SPRINGHILL AT THE

STOP SIGN.

OPTIONS FOR THE AM PICK-UP INCLUDE ALONG THE SOUTH SIDE OF SPRINGHILL ROAD IMMEDIATELY EAST OF MARTINO OR ALONG THE NORTH SIDE OF SPRINGHILL WHERE THE EXISTING PM DROP-OFF OCCURS. GLEN CEREDONO (RESIDENT OF 3320 SPRINGHILL ROAD SE CORNER OF SPRINGHILL MARTINO) IS CONCERNED ABOUT STUDENTS GATHERING ALONG THE SOUTHSIDE SHOULDER EAST OF MARTINO BECAUSE OF THE POTENTIAL CONFLICT WITH SB/EB RIGHT-TURNING VEHICLES FROM MARTINO. HE SUGGESTS THAT ALL SCHOOL BUS STOPS, AM PICK-UP AS WELL AS PM DROP OFF, OCCUR ALONG THE NORTH SIDE OF SPRINGHILL WHERE HE BELIEVES THERE IS LESS POTENTIAL FOR CONFLICT.

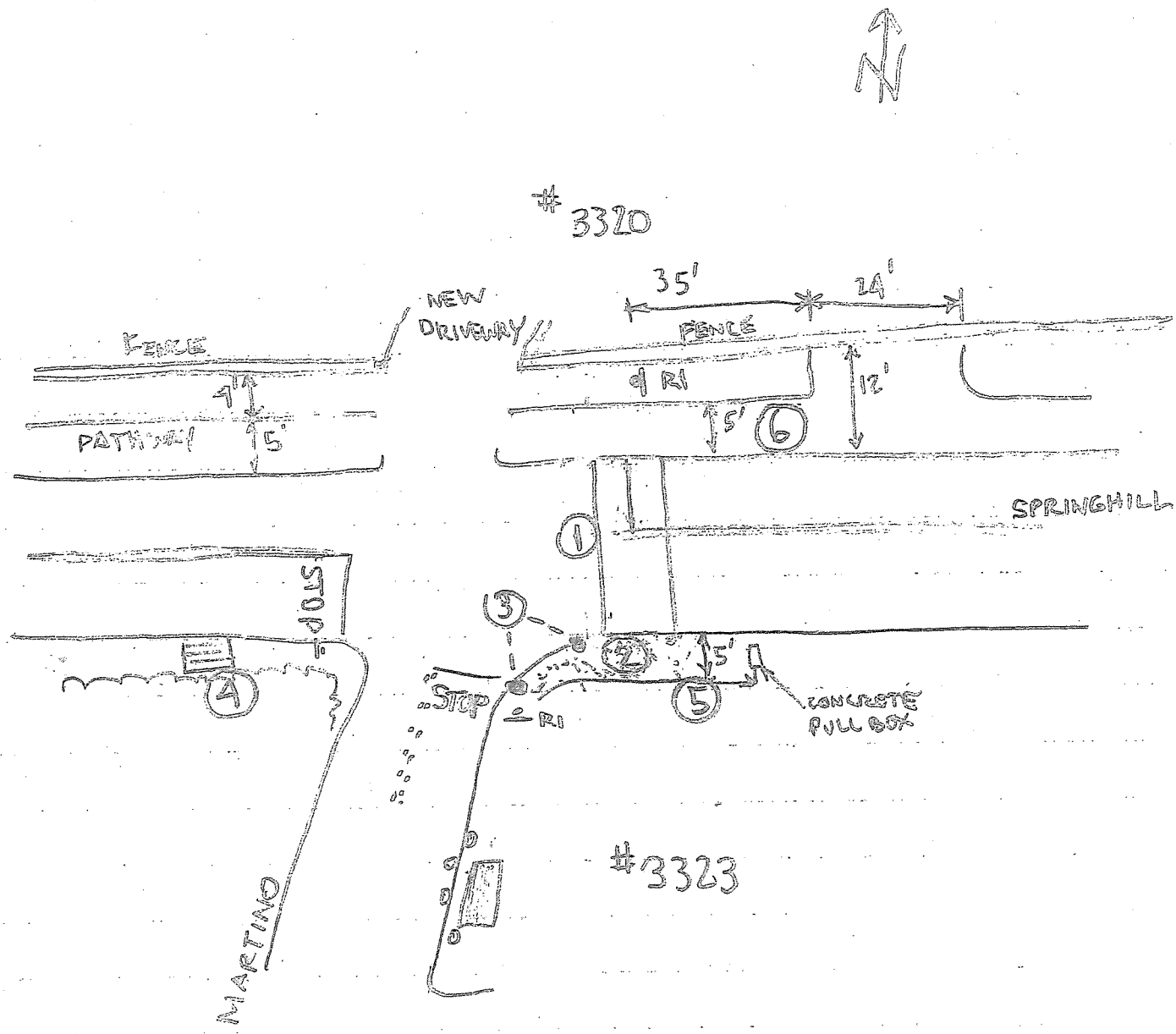
THE SOUTH SIDE OF SPRINGHILL OPTION EAST OF MARTINO WOULD INCLUDE THE SAME IMPROVED SHOULDER TREATMENT OUTLINED EARLIER IN THIS MEMO NEEDED FOR THE PEDESTRIAN ACCESS TO THE SOUTH END OF THE NEW CROSSWALK. DEPENDING UPON SCHOOL BUS OPERATIONS THIS IMPROVED SHOULDER MIGHT BE EXTEND SLIGHTLY TO THE EAST OF WHAT IS NEEDED TO ONLY SERVE THE CROSSWALK. THE STANCHIONS AT THE CORNER TO GUIDE SB/EB RIGHT-TURNING VEHICLES WOULD BE THE SAME. THE STANCHIONS, EVEN THOUGH THEY MAY NEED MAINTENANCE FROM TIME TO TIME, SHOULD BE EFFECTIVE TO PROVIDE THE DESIRED CLEARANCE BETWEEN PEDESTRIAN AND VEHICLE ACTIVITIES. OBVIOUSLY IF A SIDEWALK

WERE TO BE INSTALLED IN THE FUTURE CURBING WOULD PROVIDE THE PHYSICAL SEPARATION NEEDED.

RELOCATION OF THE AM pick up BUS STOP TO THE NORTH SIDE OF SPRINGHILL COULD WORK AS WELL. THERE IS AN EXISTING "PATHWAY" ALONG THE NORTH SIDE OF SPRINGHILL THAT COULD SERVE AS A WAITING AREA ABOUT 5 FEET WIDE. THERE IS A PAVED AREA ABOUT 35 FEET EAST OF THE WB STOP SIGN THAT IS ABOUT 10 FEET WIDE WHERE THE ORIGINAL DRIVEWAY SERVING 3320 SPRINGHILL ROAD WAS LOCATED BEFORE NEW ACCESS WAS CREATED WEST OF THE WB STOP SIGN. THIS PAVED AREA IS ABOUT 24 FEET LONG AND COULD BE USED FOR A WAITING AREA IF THIS LOCATION WORKS WITH THE SCHOOL BUS OPERATION. (Note: THERE IS A 9 FOOT WIDE CLEAR SHOULDER WEST OF THE DRIVEWAY SERVING 3320 SPRINGHILL ALONG THE NORTH SIDE THAT IS HALF PAVED WIDTH THAT COULD BE A POTENTIAL AM PICK UP AREA AS WELL.

BOTH OPTIONS COULD WORK. THE NORTH SIDE BUS STOP LOCATION HAS MORE SPACE TO ACCOMODATE PERSON WAITING FOR A BUS IN THE MORNING WITHOUT BEING UNSABLE FROM THE ADJACENT HOME. RESIDENTS AT 3320 SPRINGHILL SHOULD BE CONTACTED TO GET THEIR OPINION ONCE THE SCHOOL BUS OPERATIONS COMMENTS ARE FULLY DOCUMENTED REGARDING THEIR PRO & CON THOUGHTS REGARDING THE CHANGED LOCATION FOR THE AM PICK-UP LOCATION. ITEMS SUCH AS HOW LARGE AN AREA WOULD BE NECESSARY, APPROXIMATE TIMES OF DAY STOPS ARE MADE AND EXPLANATATION OF ANY ISSUES WITH THE BUS STOPS THAT EXIST NEED AND SHOULD BE IMPROVED.

THE FOLLOWING SKETCH SHOWS SITE CHARACTERISTICS AND LOCATION OF MY COMMENTS:



Summary of Findings

1. Install new yellow crosswalk across East leg of Springhill
2. Pave shoulder access to south end of new crosswalk
3. Install two stanchions along edge of pavement on the SE corner of the Springhill/Martino intersection. A section of curb could be used also
4. Relocate the AM school bus EB stop from the SW corner
5. Consider relocating the AM pick-up for the school bus to the SE corner fronting #3323 Springhill Road. Extend the new 5 foot widen paved shoulder in the (2) eastward as needed
6. Consider creating an AM pick-up for the school bus on the north side of Springhill. The existing PM drop-off

City of Lafayette
Circulation Commission Regular Meeting
Draft Minutes

DRAFT

Lafayette Community Center
Lafayette, CA

November 17, 2008
7:00 PM

1. Call to Order Chair Ross called the meeting to order at 7:05 PM.

2. Roll Call

Present: Chair Ross, Vice Chair Hughes, Commissioners Holit, Poling, Sevilla, and Wood

Absent: Commissioner Hiden (excused)

BPAC: Claude Aiello

Staff: Ms. Leah Greenblat, Transportation Planner; Mr. Chuck DeLeuw, Consulting Traffic Engineer; Ms. Marie Pettersen, Contract Minutes Taker

3. Adoption of the Agenda

Commissioner Wood moved and Vice Chair Hughes seconded to adopt the agenda as submitted. The motion was approved by unanimous voice vote.

4. Public Comments

There was no public comment on any item not on the agenda.

5. Old Business

a. Consideration of Springhill Road at Martino Road Crosswalk and School Bus Stop

Ms. Greenblat said this was an item continued from an earlier discussion regarding installation of a crosswalk along the east leg of the Springhill and Martino Road intersection. At its earlier discussion, the Commission requested that staff evaluate the possible relocation of the existing morning school bus stop from the west to the east leg. Mr. DeLeuw investigated and prepared a memo, which is in the agenda packet. Staff concurs with Mr. DeLeuw's recommendation that the school bus stop on the west leg is problematic as it is adjacent to a ditch and that is not a good place for students to wait. There is also no shoulder in the roadway. Staff looked at an alternative, which would be to use the PM bus stop on the north side of Springhill. One of the concerns raised by the Lamorinda School Bus Program was that this would add an additional 10-15 minutes of ride time for students. In the past, at other locations, parents have been reluctant to allow for this extra time. Staff feels the best solution and their recommendation is to create a bus waiting area on the east leg on the south side. The Lamorinda School Bus Program's board met today and discussed this issue. They were supportive of moving the location of the bus stop. The proposal in the staff report would extend the pavement and put in delineators so that cars would not curve into the new shoulder. There are sufficient funds in the budget to do this. If the Commission agrees to this recommendation, staff could put in a work order with the Public Works Department to get this accomplished. They would paint a crosswalk and return in the spring with thermoplastic so that this would last longer.

Vice Chair Hughes said in Figure 1, looking west, down the road away from Martino, he understands that the bus stop would be moved to the other side of the road.

ITEM 6A

Ms. Greenblat said there are two bus stops there now. The morning bus stop is represented in Figure 1, which is on Springhill just west of Martino. In Figure 2, the photo is taken on Martino looking north to Springhill and the afternoon bus stop on the north side of Springhill. Staff is proposing moving the morning bus stop on Springhill to the east leg on the south side.

Vice Chair Hughes asked if the bus stop could be moved from its existing location further east on the loose section of pavement across from Martino.

Ms. Greenblat explained that staff is proposing to move it to the east leg of the intersection on the other side of the intersection.

Commissioner Poling said the staff recommendation seems like a good solution.

Ms. Greenblat said she received at the meeting this evening, two pieces of correspondence, which were passed to the Commission. One was from Guy Atwood to Commissioner Hiden stating they were in favor of the proposal as they felt it was safer. The other was dated November 7 from Elizabeth Dietach, who attended the last Commission meeting and supported the addition of the crosswalk but wondered if the City would monitor the crosswalk.

Chair Ross opened the meeting to public comment on this item.

Caren Kline asked if the City could expedite these changes as it affects elementary, middle and high school students using the crosswalk.

Glen Ceridono, whose house is in the area where the proposed bus stop would be, wondered how wide the drop-off area would be. He asked if this was in the right-of-way or if an easement would need to be drawn up. He would like these changes expedited as well as he feels it would be safer than where the bus is presently stopping.

Ms. Greenblat answered that this was in the City's right-of-way so no easement would be necessary. She did not have the exact dimensions yet but said it would be approximately 5-feet in width.

Chair Ross closed the public comment on this item.

Chair Ross asked if the shoulder area would need to be paved.

Ms. Greenblat said the part at the end of the crosswalk would need to be paved. The rest of the area could be gravel but then there are maintenance issues and the shoulder waiting area would not be an all-weather surface.

Commissioner Sevilla said she would like to keep the surface permeable if possible.

Ms. Greenblat explained that the area proposed for additional paving is where a future planned walkway was proposed.

Commissioner Sevilla stated that since a walkway was planned for that area then she was more comfortable with the widening the pavement.

Vice Chair Hughes said he was looking at the stanchions and wondered if it were possible to eliminate them because there is a substantial branch that had the possibility of being hit. He also asked if there was an existing drain 6-feet back up on Martino.

Ms. Greenblat said that in Figure 4 the existing drain can be seen in the far right of the picture. Also she indicated that the two stanchions by the drain would remain.

Commissioner Poling said that for most or all of the kids going up Martino, this would be a better place to drop off in the afternoon. This would be a safer location and she is supportive of staff's recommendation.

Commissioner Holit moved and Commissioner Wood seconded approval of staff's recommendation to forward the recommendation to Council to relocate the existing bus stop to the east side of the Springhill and Martino Roads intersection and pave the shoulder to accommodate a waiting area. The motion was approved by unanimous voice vote.

Ms. Greenblat said that next this would go on a work order to Public Works to implement the changes. The time frame would depend on the weather but it could be as soon as one month. This would go on the next Council meeting agenda as a Consent item.

6. Consent Calendar

a. Minutes of October 20, 2008

b. Minutes of September 15, 2008

c. Minutes of September 2, 2008

Commissioner Wood moved and Vice Chair Hughes seconded approval of the Consent Calendar as submitted. The motion was approved by unanimous voice vote.

7. Staff Reports

a. Update on Recent Council Actions

Ms. Greenblat said there have been two Council meetings since the last Commission meeting. Erling Horn gave a presentation for the Central Contra Costa Transit Authority regarding the County Connection budget, which is proposing to cut additional services due to budget issues. There was discussion at the meeting regarding a request from Happy Valley Road residents to modify the pathway configuration that was installed this summer. Council directed staff to work with the residents on short and long-term solutions. The Springhill neighborhood requested a deadline extension to December 31, 2008 to acquire the necessary traffic calming project funding match, and Council agreed. At the November 10th meeting, Council sent a letter to Transpac regarding the Central County Action Plan for Routes of Regional Significance.

Ms. Greenblat continued that tomorrow night at Mangia Restaurant in La Fiesta Square, the Stanley-Springbrook neighborhood will be having a fund raiser and Mangia will donate 20% of the revenue, whether eat in or take-out, to the Springhill neighborhood. A group of city staff will be going there and anyone who would like to join them.

Mr. DeLeuw asked what would happen if the neighborhood did not raise the money.

Ms. Greenblat answered that they could ask Council for a lower match amount or the traffic calming project would not get built.

Commissioner Holit said if Council approves the lower amount, accepting whatever was raised, there could be a protest from people who were against the project from the start.

Ms. Greenblat said it would be difficult for Council to agree to a lesser amount because of other neighborhoods that raiser their required match.

City of Lafayette
Circulation Commission Regular Meeting
Minutes

Lafayette Community Center
Lafayette, CA

September 15, 2008
7:00 PM

1. Call to Order Vice Chair Hughes called the meeting to order at 7:00 p.m.

2. Roll Call

Present: Vice Chair Hughes, Commissioners Hiden, Poling, Sevilla and Wood

Absent: Chair Ross, Commissioner Holit

BPAC: Claude Aiello

Staff: Ms. Leah Greenblat, Transportation Planner; Mr. Chuck DeLeuw, Consulting Traffic Engineer

3. Adoption of the Agenda

Commissioner Wood moved and Commissioner Hiden seconded adoption of the agenda. The motion was approved by unanimous voice vote.

4. Public Comments: None

5. New Business: Consideration of Installing a Marked Crosswalk Across the East Leg of Springhill Road at Martino Road Including Shoulder Improvements on the Southeast Corner

Recommendation: Forward recommendation to City Council to direct Public Works staff to paint a crosswalk and implement improvements on the southeast corner.

Ms. Greenblat provided an oral staff report and explained that Springhill Road is a neighborhood-collector street with limited pedestrian facilities. The street is identified in the Master Walkways Plan for a walkway and in the Master Bikeways Plan for a Class 3 Bicycle Route. The City's Capital Improvement Program includes a project to replace the open ditch drainage with a pipe system in order to accommodate a formal pedestrian pathway. The City received a completed Transportation Action Request form over the summer regarding the need to improve school pedestrian access and requesting a crosswalk at Springhill Road and Martino Road. As this is a well-utilized school route, staff requested that Consulting Traffic Engineer, Chuck DeLeuw review the location to determine if there were actions that could be implemented prior to the start of school. Mr. DeLeuw identified a number of items such as pruning and the installation of a new westbound speed limit sign near Pleasant Hill Road. Staff submitted work requests and Public Works has implemented these items. Mr. DeLeuw also prepared a separate memo regarding the request to install a crosswalk at the subject

intersection. He recommends and staff supports the installation of a crosswalk on east leg and to widen out the southeast corner to accommodate pedestrians waiting to cross.

Vice-Chair Hughes opened the public comment period.

Caren Kline supported the consideration of installing a crosswalk across the east leg of Springhill Road at Martino Road including shoulder improvements on the southeast corner, noted dangerous speeds, asked for a 25 mph speed limit sign going eastbound and discussed a nearby dangerous crosswalk and said drivers speed through it.

Elizabeth Dietsch said she lives on Martino Road, drives through the intersection often, discussed the heavy flow and speed of traffic, urged additional safety measures, and supported the installation of the crosswalk.

Glen Ceridono echoed comments of previous speakers, said the street is fast and dangerous, said one out of every twenty cars ignore the stop sign, asked that something more dramatic be done to address safety, suggested the bus stop be switched to the opposite side of the road, asked that a covering or additional improvements be made to the drainage ditch and requested adding two sets of crosswalks on both sides to mark the pedestrian pathway.

Vice Chair Hughes confirmed the location of the bus stop as being the near number 3 on the representative map 1 of 1 on Springhill.

Commissioner Hiden confirmed with Mr. Ceridono that the time of day speeders travel to the Buckeye Ranch location at the end of Springhill Road occurred on weekends throughout the day, but mostly in the evenings during the week. He also noted that Martino is not a private road, and Ms. Greenblat said, however, that the far end of Martino was private.

Lloyd Carone said he has a 3rd grade son who attends Springhill School, said the Springhill/Martino intersection is very dangerous due to its grade and speeding, said there are no sidewalks on Martino but ditches and he proposed installing two speed bumps on the lower portion of Martino for safety purposes. He supported the crosswalk and asked that a speed bump also be installed between Springhill School and Martino. He offered to donate the work for striping, paving and 3 speed bumps, and said he is a paving and grading contractor.

Vice Chair Hughes closed the public comment period.

Commissioner Hiden said 23 years ago a police officer wrote 220 speeding tickets in one afternoon at the location, felt selective enforcement was again needed, believed the crosswalk is needed, said she personally supported speed bumps and suggested starting a petition process and submit it to the City. She asked that the crosswalk be maintained and recommended adding a crosswalk at the east end.

Ms. Greenblat noted there is a City process for traffic calming and information about the program was located on the City's website, and she agreed to provide additional information to Mr. Carone as needed.

Commissioner Sevilla said she contacted the Springhill Valley Association and the representative was willing to email information to members about speeding awareness issues and information on the stop sign.

Commissioner Poling supported the request and comments made.

Vice Chair Hughes said he parked on Martino on Sunday and personally witnessed people heading on Springhill north, turning up on Martino and running stop signs. He witnessed someone also making the turn on Springhill right onto Martino and almost hitting him. He noticed someone had installed some plastic bollards along the drainage area and if the southeast corner gets paved, he believed vehicles would be allowed to cut the corner rather sharply. Therefore, he asked that the bollards continue to protect the pedestrian's travel pathway, cited a low hanging branch which was very dangerous and could be hit while traveling the corner, supported an additional crosswalk on the northern side of the intersection where the bus stop is and supported staff's recommendation.

Mr. Chuck DeLeuw said there is an existing eastbound 25 mph speed limit sign. The reason there was no crosswalk recommended on the west side is that the corner has poor sight distance due to shrubs, a ditch along Martino which goes up to the intersection, and this combination makes it better to have one crosswalk. He said people should approach it from the east side of Martino and felt future sidewalks could be installed. Vice Chair Hughes believed there might be some easement issues if sidewalks were installed and acknowledged Mr. DeLeuw's comments. Ms. Greenblat said any future walkway plans would be constructed over the drainage ditch and this is where space could be provided for a pedestrian walking area.

Commissioner Poling questioned if there was a reason the Commission could not consider a crosswalk at Martino to connect the bus stop. Mr. DeLeuw said if the bus stop was on the west side, it would be poorly located for a bus to have to stop. It could be better developed east of the intersection and extend to the shoulder to serve as a landing. Commissioner Poling questioned that if the section shown is paved, she envisioned it with a curb, but if it does not have a curb, cars might be able to cut through on it, and Mr. DeLeuw felt there could be something installed along the east side to prevent such cut-through areas. Vice Chair Hughes suggested a plan similar to a curbed berm with open areas to allow drainage.

Ms. Greenblat said one reason staff is able to do the project quickly is due to not having to make significant improvements in the area, which may trigger ADA issues and drive up cost. She confirmed relocating the Lamorinda school bus stop could be discussed with the program manager and she can talk to the City Engineer further about the potential for widening the area for a shoulder.

Robert L. Nolan, M.D., suggested not moving the stop sign further down on the side of the road, but to move it across the street on the north side of Spring Hill where there is already a clear pedestrian pathway that has been designed and built. He agreed to meet with Mr. DeLeuw to further discuss it.

Commissioner Hiden moved and Commissioner Poling seconded, to forward recommendation to City Council to direct Public Works staff to paint a crosswalk and

implement improvements on the southeast corner. The motion was approved by unanimous voice vote.

Commissioner Hiden made a motion to: 1) request intensive police enforcement the full length of the road; 2) to erect an eastbound 25 mph speed sign (both ways) on Springhill; 3) request the City maintain the pathway; 4) explore the filling of the drainage ditch in the future; and 5) relocate the bus stop and extending the shoulder per Chuck DeLeuw's and neighborhood recommendations. There was no second to the motion.

Commissioner Hiden moved to request intensive police enforcement the full length of the road; Commissioner Wood seconded the motion. The motion was approved by unanimous voice vote.

Commissioner Wood questioned the second request to erect an eastbound 25 mph speed sign, stating it sounds like there is already an eastbound 25 mph sign east of Martino and she questioned if there needed to be another one west of Martino in the eastbound direction, or whether there were adequate signs. Mr. DeLeuw said there is a recommended westbound sign by the school, and he was not sure whether there was an eastbound 25 mph sign east of Martino by the school.

Commissioner Hiden made a motion to erect eastbound 25 mph speed limit signs both directions on Springhill at Martino Road; Commissioner Wood seconded the motion. The motion was approved by unanimous voice vote.

Commissioner Poling said she supported the City maintaining the pathways, but she suggested the City first research the City's responsibility to maintain them.

Commissioner Poling made a motion that staff conduct research as to the City's responsibility to maintain the pathway on the north side of the Springhill Road and implement the findings; Commissioner Sevilla seconded the motion. The motion was approved by unanimous voice vote.

Commissioner Poling questioned which ditch was suggested to be filled in. Mr. Ceridono said filling in is not the proper terminology, but possibly a grate needed to be placed over his property in order to have pedestrians in the area, close to the location of the bollards. He agreed to discuss the location with Mr. DeLeuw.

Ms. Greenblat referred to the ditch and said the City Engineer reviewed the ditch and improvements are further away. The existing condition is not being changed because of the proposed marked crosswalk. She said people still go into the area whether it is marked or unmarked. Commissioner Hiden said if the City directs people to a crosswalk, the City becomes liable on how they are directed. Ms. Greenblat said the entire street has a ditch and to fill it in, it will significantly increase the cost of the project.

Vice Chair Hughes suggested this item be removed as a motion, but suggested staff explore fill in the ditch and address it at another meeting. Commissioner Sevilla noted the last paragraph of the staff report indicates that the City's CIP includes a project to replace the open ditch drainage with a pipe system in order to accommodate a formal pedestrian pathway on Springhill.

Regarding a motion for relocation of the bus stop, Ms. Greenblat noted the bus stop is the Lamorinda School Bus Program's bus stop and they may be receptive to relocating it, which will require coordination.

Commissioner Hiden made a motion to explore relocating the bus stop and extending the shoulder, pending recommendation from Chuck DeLeuw and City staff; Commissioner Poling seconded the motion. The motion was approved by majority voice vote: 3-2. (Commissioner Wood and Sevilla opposed).

Ms. Greenblat reported staff will review items to explore further and she will work with Mr. DeLeuw, and the item will be placed on the City Council agenda. Once approval is received, the work is requested through Public Works and started, depending upon the weather. She acknowledged that Mr. Carone has also volunteered to donate services, as well.

6. Staff Report: Leah Greenblat, Transportation Planner - Update on Recent Council Actions
Recommendation: Receive update.

Ms. Greenblat reported the last City Council meeting did not have any Circulation Commission-related items.

7. Commissioner and BPAC Reports: Vice Chair Hughes – Review of Downtown Strategy Project's Draft Transportation Goals.
Recommendation: Provide feedback to Vice Chair Hughes

Ms. Greenblat reported that the Commission received a communication from Commissioner Hiden which was emailed to Commissioners prior to the meeting.

Vice Chair Hughes said goals derived came about by a citywide survey of 11,000 residences and businesses which resulted in over 2,400 responses, two community workshops, interviews with stakeholders, public displays, intercept surveys and public meetings. The item was reviewed at last week's strategic planning committee meeting on September 11, 2008.

He reported several comments being made as about limiting the amount of construction directly on the sidewalk or limiting the amount of retail and vertical construction along the sidewalks. What was presented by Planning Commissioner Jeanne Ateljevich was that in the current General Plan, this is allowed in the primary area from Oak Hill Road down to Dewing. The committee wanted to see a stepped back elevation change rather than a vertical plane along the retail area along Mt. Diablo Boulevard. Secondly, in the area by Chestnut off Dewing going west, it was probably a higher density area than what is currently zoned. The Committee looked at this because they felt they could achieve a three-story elevation there with the density, not obstruct views, and effectively maintain a stepped back effect. He reported they were looking at the possibility of 45-65 units per acre.

Vice Chair Hughes said the Planning Commission is reviewing this as a likely area to increase densities. A Commissioner voiced concern with such high density, the loss of current affordable units, increase in land values, and the need to reduce density. Vice Chair